

WILMINGTON DISTRICT NEWS
ONLINE

FEBRUARY 2008

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The Wilmington District's dredge vessel fleet has been logging hundreds of nautical miles and pumping tons of sand to keep North Carolina's rivers, channels and inlet crossings open and safe for the public. Also, various dredging contracts have been awarded and are underway for the same reason.

In February, one of the workhorses of the District, the special purpose dredge CURRITUCK, was in the Morehead City area to make life a bit easier for mariners.

"The town of Beaufort had a lot of concerns about the shoaling up there and they asked us for help," said Chief of Navigation Roger Bullock. "Last year we had a pipeline job and pumped the material to Fort Macon beaches. The navigation channels haven't shut down, but some of the deeper draft boats are risking coming out of the channels around the rock jetty at Radio Island."

The CURRITUCK, Bullock said, is usually off on a distant project as far north as New England and as far south as Florida. But it has been close to home in coastal North Carolina for an unusual three months, and for the people who boat in and out of the Beaufort and Morehead City area it was in the right place at the right



CURRITUCK crew member Bill Stahl watches as sand is pumped into the hopper dredge in the navigation channel near Morehead City.

time.

"There was no cost effective way to bring in a contractor to that channel, and the Beaufort Harbor Project had no funding. Since the project had been part of the emergency supplemental funding from Hurricane Isabel, we were able to take a look at some other projects to find out if we could piece together enough funding to be able to get out there with the CURRITUCK."

South of Morehead City near Swansboro, the CURRITUCK began clearing the channel at Bogue Inlet.

"There are some areas between the Atlantic

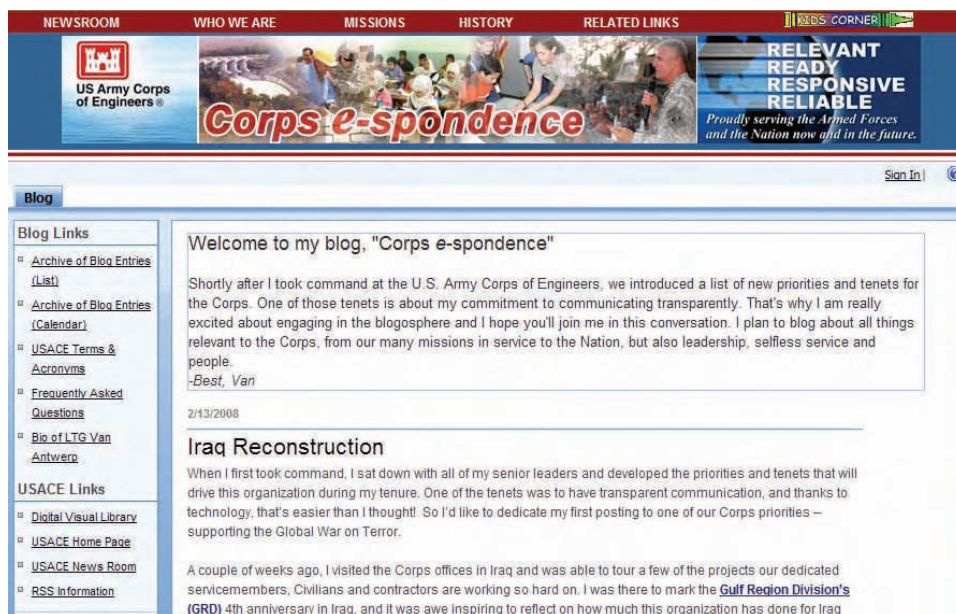
CHIEF OF ENGINEERS LAUNCHES BLOG

Lieutenant General Robert L. Van Antwerp, the 52nd Chief of Engineers and Commander of the U.S. Army Corps of Engineers, today ventured into the blogosphere for the first time earlier this month with a blog about Iraq reconstruction efforts. Van Antwerp visited Iraq in late January to observe the Corps' ongoing mission there.

The blog, called "Corps-e-spondence," includes RSS (Really Simple Syndication), so readers can subscribe and automatically receive updates. Readers may also post questions and comments.

"This is the way of the future," Van Antwerp said. "We should be out there, too – clearly and openly communicating with the American public every chance we get."

As the commander of the nation's leading public engineering agency,



General Van Antwerp plans to blog about the many missions within the Corps' purview, from water resources and flood risk management to military facilities construction for the Army and Air Force at home and abroad.

Other upcoming topics are likely to include the Gulf Coast recovery efforts in Southeast Louisiana, Afghanistan reconstruction, the For-

merly Used Defense Sites program and the Corps' state-of-the-art engineering research and design at its Engineer Research and Development Center. ■

"Corps-e-spondence" can be found on the USACE web site at: <https://eportal.usace.army.mil/sites/blog>.

There will also be a link from the home page: www.usace.army.mil.

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U.S. Army Corps of Engineers
Wilmington District



SAW BIDS FAREWELL TO DEP. DISTRICT COMMANDER, LTC PATRICK TILQUE



South Atlantic Division Commander Brigadier General Joe Schroedel presents outgoing Deputy District Commander LTC Patrick Tilque with a farewell gift at his retirement ceremony.

Lieutenant Colonel Patrick Tilque is moving on as Mr. Patrick Tilque, LTC, U.S. Army Retired. At his retirement ceremony he was given a Meritorious Service Medal with the following citation:

For his exceptionally meritorious service as Deputy Commander, Wilmington District, U.S. Army Corps of Engineers. Your hard-earned experience in the theater of operations (Gulf Region Division) and longtime leadership skills in training and team building in past assignments at the Engineer Training Center and

Command and General Staff College converged as you welded disparate elements in the District Organization into a high-functioning team, prepared the District to meet a wide range of emergency operations, and brought new effectiveness to the District's training programs. Your outstanding leadership and organizational skills reflect great credit upon yourself, the South Atlantic Division, the U.S. Army and the U.S. Army Corps of Engineers. ■



Harley Tilque enjoys the limelight onboard Dad as he receives a departing word from District Commander COL John Pulliam.



Trina Tilque (MAJ, USAR), wife of LTC Tilque, receives an honorary award from SAD Commander BG Joe Schroedel.



Sons Christopher, right, Joshua, center, and Nathaniel each received an SAD coin from BG Schroedel.

DREDGING CON'T



George Tootle, left, Bud Gaskins, center, and CURRITUCK Assistant Master Marty Willis prepare to unload sand.

Intracoastal Waterway going out toward the ocean that under our Finding of No Significant Impacts (FONSI) we're not able to dredge using a side-caster. We needed to use the CURRITUCK because there's not enough material in that whole region to justify using a pipeline because of the associated costs to bring one there. We'll be there for eight days to knock out the shoals, and take the material around to the Emerald Isle shoreline and dump it as close to the beach as possible to keep sand in the system. Then the CURRITUCK will be in for repairs at the Engineer Maintenance Yard before it goes back up to Manteo and eventually further north to serve the North Atlantic Division."

Other dredging vessels are also busy along the coast. Bullock said the MERITT cleared the Hatteras Ferry Channel that goes to Ocracoke, which is only accessible by ferries.

"There's no other way to get over there so it's considered a subsistence harbor channel. It's a high priority for dredging and we were able to get over and help them out."

The Dredge FRY worked another federal channel, Big Foot Slough, which is the approach channel to Silver Lake Harbor. The FRY crew dredged Big

Foot Slough "because the ferry captains informed Wilmington District Navigation that some shoaling was occurring."

Up north, Bullock said an ocean-certified pipeline contract will work to dig the Oregon Inlet spit and ocean bar with material going to the beach at Pea Island.

"That's good for the U.S. Fish and Wildlife Service and good for the North Carolina Department of Transportation. This is a 'clean out' job because we've been struggling for the past two years trying to keep that inlet open for the fishing vessels. There are some 10 to 12-foot draft fishing vessels that come through there and a pretty good sized fishing fleet. We hope to start the contract in August."

Bullock said there's good news for boaters who use the AIWW in North Carolina.

"We're currently digging the channel that runs through the firing range at

Camp Lejeune and in Bogue Sound. We will also dredge New River Inlet crossing and Carolina Beach Inlet Crossing as well as Shinn Creek near Wrightsville Beach. That means the AIWW will be clear from the Virginia line all the way to Morehead City. And now we're digging from Morehead City all the way to the Cape Fear River. So we're hoping to have authorized depth of 12 feet for that entire area by the end of April."

Within the Wilmington area, Bullock said work has just been completed on the Anchorage Basin to its authorized depth of 42 feet.

"Our annual priorities are typically the Anchorage Basin and the Ocean Bar shoals. Ships absolutely need to get in from the Ocean Bar. The majority of basin shoaling comes from inland areas where sediments flow down to the port and drop down into the basin. A lot of time it's weather-dependent; how much rain fell inland that would create silt and erosion. It settles by the State Port in quantities averaging 1,000,000 cubic yards annually."

Funding-wise, Bullock said work will be plentiful in FY08.

"We came out good this fiscal year. In the past couple of years we might not have had the ability to meet our mission on the AIWW or any of the shallow draft inlets. If it had not been for the state of North Carolina helping us with our budget shortfall challenges. We had zero funding from the President's budget for the shallow draft inlets, but this fiscal year things are looking good and it's great to be busy." ■

BALANCING WORK AND OPPORTUNITIES IS KEY TO WARD'S SUCCESSFUL DEPLOYMENT

This coming May April Ward will have been deployed to Afghanistan for a year. She's experienced every aspect of deployment, and during a brief visit to the Wilmington District while on leave, she updated her friends and colleagues about her travels, her job, working for the Army and what it's like being under enemy fire. People who saw her noticed a change in her demeanor; she wasn't the same shy person who struggled to strike up conversations with people she didn't know. She presented herself as a confident, energetic and loyal team player who has learned more about herself, the Afghani people and the organization she's helping support.

"I've learned a lot about the Army! Military construction is completely different from Civil Works. With military construction you're not in the Army, but they treat you like you're in the Army. You're there to get a mission done. Not a lot of room for complaining. Projects get done in six months or less, where as it can take a longer in a District."

Ward explained that life is very routine in her compound in Kabul where she works and lives. However, the operations tempo is fast that it's hard to keep up with work.

"There are days when things go pretty slow, but there's so much to do

that you never get your work done. People always ask me if I have 10 hours worth of work every day and I tell them yes. You set your own hours, 64 hours a week. Thursdays and Fridays are our weekends."

One thing that Ward wanted to do when she deployed was to learn another culture and get to know the people. She had the perfect opportunity in her own office to break down a barrier and become an American ambassador.

"My assistant...at first I wouldn't talk to her because I had perceptions of people from the Third World. But she looked at me and said 'I'm not going to work with you if you don't talk to me!' So, now we're the best of friends, more like sisters. She's from Kabul and she wants to visit the U.S. some day."

Life during deployment is no cakewalk, but Ward said you have to balance the hardships and the benefits, the latter including her trips to Rome, Thailand, India and Dubai.

"There are attacks all over, but one incident was really close. When it hit our building shook and shingles and



During her deployment, April Ward has grown as a leader, and has learned how to become an American ambassador.

other stuff started coming off of it. They told us when we took our training to not be complacent, so you're always on the edge in the first month of deployment. And when it happens you're almost in shock... 'Is this real?' So, you're getting on your 'battle rattle' which is your flak jacket and helmet, and you're running to your bunker. It's nerve racking."

Life during deployment means an intense work schedule, living on the edge on occasion, and being able to see the world and experience other cultures. Ward has found a nice niche, and she won't be coming home anytime soon. She will be the new Afghanistan Engineering District Human Resources Manager starting in April, and she's extended until August of next year. ■

CALL TO DUTY

230 YEARS OF SERVICE TO OUR NATION



PHOTO ESSAY

ANNUAL DAM INSPECTION IS THOROUGH, METHODICAL AND.....*VERY PHYSICAL*

In addition to frequent routine monitoring, a full dam inspection every year is critical. The technical aspect of observing and documenting is time consuming, but to get to every nook and cranny on the Falls Lake dam takes physical stamina. Inspectors Ann Hinds and Ed Dunlop, with help from Falls Ranger Steve Mason, look at a dam differently than the general public. They check where too much vegetation can cause potential problems, the intake to see if its free from obstruction, and they must peer down toe drain manholes to see if there's any seepage. Unfortunately, there are no shortcut trails to traverse the dam. Inspectors risk twisting an ankle or taking a nasty fall on the acres of rock that help make up the dam. But it's a critical part of ensuring that the entire dam is safe and operating smoothly both externally and internally. ■



Ann Hinds works her way up the rocky downstream slope of Falls Dam.



Ranger Steve Mason, left, Ed Dunlop and Ann Hinds look down a toe drain manhole to check for seepage.



By using a pneumatic piezometer, Hinds and Dunlop can measure internal water pressure at a specific location inside the dam. In addition, the device can be used to monitor pore water pressure to determine slope stability and the effects of ground improvement systems

DAM INSPECTION CON'T



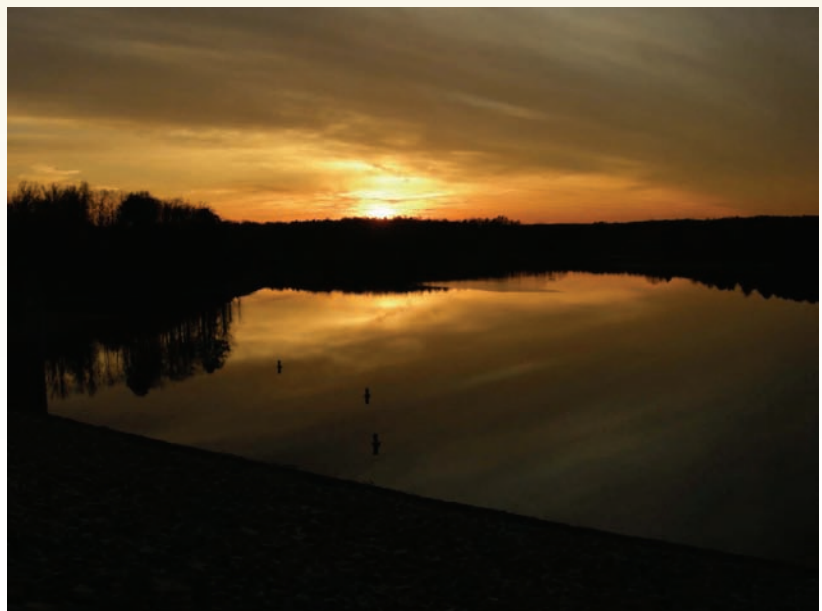
Hinds jots down notes about vegetation that could cause problems such as loosening soil in key locations.



With a probe in a small hole, Hinds documents her findings.



At the end of the day, Mason, Hinds and Dunlop make a final internal inspection of Falls Dam with the pneumatic piezometer.



After getting its yearly checkup, Falls Lake Dam continues as a bulwark for

HISTORIAN DOCUMENTING LIBERTY SHIPS HOMEPORTED IN WILMINGTON

When Jim McKee stopped by the Wilmington District headquarters a few weeks ago he was searching for pieces of a large historical puzzle that he's been putting together about a fleet of World War Two cargo ships moored in the Port City. A historian at the North Carolina Maritime Museum at Southport, McKee is putting his fascination with Liberty Ships in the form of a book and display.

"Very little is known about what happened to all Liberty Ships after the war," McKee said. "There were thousands of Liberty Ships, Victory Ships, tankers that went all

over the world. They were sold to other countries, but the bulk of them had to be stored somewhere. There are a lot of people who remember the ships that were tied up in Wilmington, but they didn't know what they were."

Liberty Ships averaged 442 feet long, and could carry 10,000 tons



SAW Navigation's Scott Aiken, right, shows Jim McKee a dredging map dated from the early 1950s at the North Carolina Maritime Museum at Southport.

of cargo at eleven knots--about 12 MPH. By the end of the war, the ships had carried about 75 percent of all the cargo that went to support the American war effort. Almost three thousand Liberty Ships were built

during the war, and as the main cargo carrier they were run by mostly wartime merchant seamen.

The Wilmington District was directly involved with the moored Liberty Ships in Wilmington. What McKee was searching for here were dredging maps and historical photos that helped give him more exact information of setting up the mooring area on the Brunswick River. And with the help of Navigation's Scott Aiken and John Edge he found what he was looking for.



This aerial photo shows dozens of Liberty Ships in the Brunswick River.

Con't on page 9

LIBERTY SHIPS CON'T

“The Corps had to dredge out the area, and the Maritime Commission, with the aid of the Corps, took the Brunswick River and expanded a 3.5 mile stretch from 600 feet to 1200 feet wide and dredged a 750-foot channel to 13-feet deep. They then made 250-foot shelves on either side 11 feet deep. You can still see the cuts through the bank on both sides of the Brunswick River where these ships were moored. And you can see the canals where the Corps had to go in after Hurricane Hazel (in 1954) to cut the canals so they could sink the mooring stakes. It’s a radical difference between pre-1954 and post-1954. And the Corps was involved with all of it.”

Part of McKee’s research lead

him to Washington, D.C. where he approached the Maritime Administration. He found tidbits of information about how the ships were used during post-WWII peacetime and during another major conflict.

“I scoured pretty much everything they had. I’ve been able to get a pretty solid list of ships that were put in the Reserve Fleet here. At its peak there 437 ships anchored and that was from late 1949 to early 1951. A lot of those ships pulled out of Wilmington partly because of the Korean War and partly because of the excess grain that the United States had. They filled up all of the storage silos in the country, and so they were taking the Liberty Ships up the James-town River and the Hudson River

and converted to grain storage. They were pulled from all over the country, but some were from Wilmington.”

A meticulous researcher, McKee hopes to tell the story of Wilmington’s Liberty Ships to those who might be interested.

“This is phenomenal. Unfortunately, this is a specialized subject. I know that merchant marines will be interested...ex “merchies”, or maybe Corps of Engineers people who worked on it, maybe some people from the Reserve Fleet. It’s more local and there won’t be much interest outside of North Carolina. But it’s something that I’ve always wanted to do, because eventually this will be completely forgotten.” ■



This photo, dated 22 November 1946, shows a Liberty Ship being placed in its berth by tugboats on the Brunswick River.

AIM HIGH FOR DEFENSIVE DRIVING

Submitted by Bill Harris

Aim high! It's good advice for life in general, and it's good advice for driving. Aiming high when you are driving means looking far down the road for potential hazards and a safe route. Look at vehicles two or three places in front of you, watch for signals, brake lights and other clues. And that is good advice when driving in New Hanover County. According to AAA, for eight consecutive years New Hanover County has been rated the state's most dangerous county to drive in. And as more and more people move here, officials say this may not change any time soon. The statistics say New Hanover County has more accidents per miles driven than any of the state's 100 counties. Officials attribute that to a small county with a lot of drivers. People get in accidents simply because they're not paying attention, or they're not familiar with the roads.

You must continually look at the entire traffic picture. Movements of vehicles and pedestrians in all directions, as well as road conditions and other potential hazards give you an

idea of how to maneuver safely down the road. Keep your eyes moving at all times. Don't just fix your stare at the vehicle in front of you. Shift your gaze from far to near, to both sides of the road, to your rear view and side view mirrors so you can monitor traffic all around you.

By knowing where vehicles are beside you and behind you, you can slow or swerve to avoid an obstacle on the road ahead. Always leave yourself an out. Have an alternate route in mind if the lane ahead of you suddenly becomes blocked or you are forced to change lanes. Be ready to react at all times. Keep your hands on the wheel at the 10 o'clock and 2 o'clock positions. When driving through a hazardous or crowded area, "cover" your brake by keeping your braking foot right above it.

HERE ARE SOME OTHER REMINDERS ABOUT DEFENSIVE DRIVING:

- ♦ **Make sure other drivers see you.** Lights, signals, horns and eye contact are all ways to communicate with other drivers so they know what you intend to do.

- ♦ **Keep track of the vehicles in the blind spots near your rear wheels by monitoring your mirrors.** If you know a vehicle has entered your blind spot, watch for the vehicle to move out into view again.
- ♦ **Know the road.** Arm yourself with all the information you can about your route and road conditions. This will alert you to hazards to watch out for, and will give you ideas about alternate routes to take if necessary. Some roads are poorly marked for night travel. Certain sections may be prone to developing black ice or fog.
- ♦ **Know your own abilities.** Your ability to react quickly to a situation can vary greatly. Fatigue from the late hour or a long shift of driving can greatly slow reaction time. Eating a heavy meal can make you sleepy. Alcohol and many kinds of drugs – even common cold remedies – can impair your ability to drive safely. Lack of experience in driving a certain kind of vehicle or in certain kind of terrain can make you vulnerable to accidents. You may have vision problems which worsen at night – a problem that increases with age. Problems with depth perception, peripheral vision as well as difficulties distinguishing shapes and colors can make it hard to drive safely. ■

THE CURRITUCK ON THE JOB NEAR MOREHEAD CITY



Sophisticated software helps the CURRITUCK



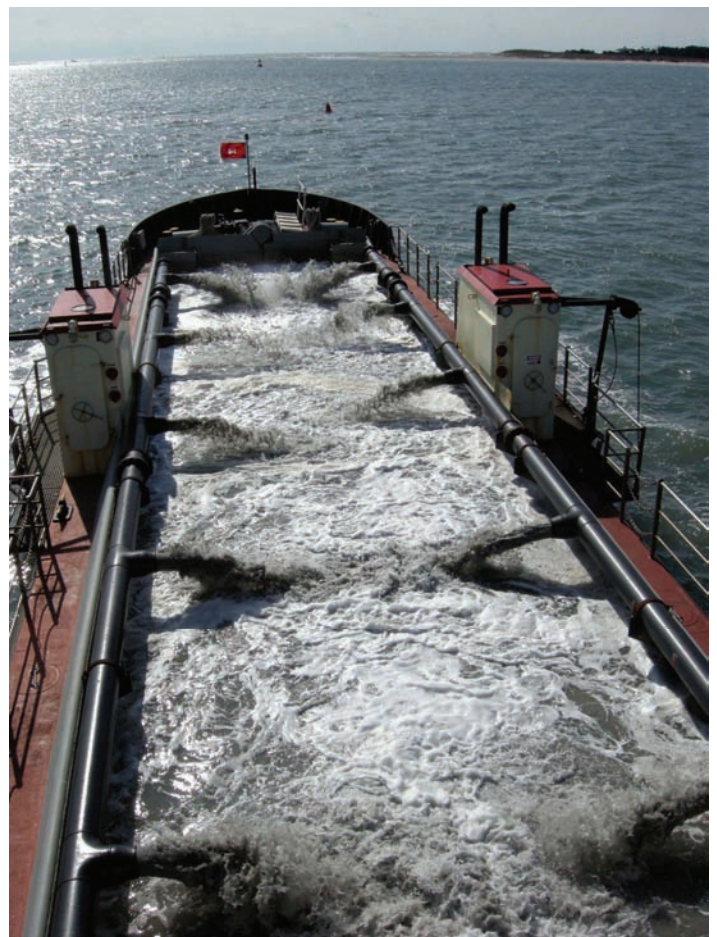
Bud Gaskins and Marty Wills take the CURRITUCK'S full load of sand past Fort Macon near Morehead City and Atlantic beach.



A full load of sand in the hopper dredge.



Assistant Chief Engineer David Cribbs checks the inner workings of the CURRITUCK below and to the side of the hull. The opposite side mirrors this side.



The CURRITUCK works its way through the federal channel near Fort Macon.

WEBSITE HIGHLIGHTS

You'll be amazed at the amount of downloadable software courtesy of the U.S. Army through Army E Learning, thanks to a tip from Construction's Alana Sattin who was exploring the endless trails of AKO. Register at the following link; usarmy.skillport.com

One of the most popular items is the Rosetta Stone language course (the full version complete with dialect pronunciation software). There are 29 different languages to choose from that include everything from European or Latin American Spanish, Swahili, Welsh or three types of Arabic. Read the introduction from the website: *By successfully replicating the experience of learning your first language, Rosetta Stone® teaches naturally, without tedious translation, memorization or grammar drills. The Dynamic Immersion method uses native speakers and thousands of real-life images to develop everyday proficiency in all key language skills. Used by millions of people in over 150 countries, Rosetta Stone is the world's #1 language-learning software.*

Read a book or get reference material through **Books 24X7**. Referenceware is the largest online book resource offering unobstructed access to the complete unabridged contents of thousands of the latest and best busi-

ness and technology books. Professionals, across all disciplines, rely on Referenceware for continuous learning to help solve job-critical challenges to drive corporate initiatives. Referenceware is the fastest way to problem-solve, learn and succeed, and its collections include the full contents of premium reference books, reports, vendor documents and white papers from industry publishers. New titles are added every week, ensuring the largest and most current online reference content. Collections include:

ITPro was designed by and for IT professionals who need to keep pace with the accelerating speed of technology and innovation. With thousands of books, ITPro provides both broad and deep coverage of over 100 different technology topics including the latest programming languages, coding methodologies, network security, telecom protocols, IT asset management strategies, to name just a few. **I**

BusinessPro, suitable for every corporate professional, provides



The Rosetta Stone language series is popular software for work or at home. It's also good for those considering deployment.

instant guidance on a range of practical topics that drive business results. Topics range from leadership to writing business plans and from interviewing skills to project management.

OfficeEssentials provides fingertip access to the latest information on standard office software such as Microsoft Word, Excel and more in plain, easy-to-understand language. OfficeEssentials is also an ideal product for supporting major corporate software migrations.

Want to see what the U.S. Army Corps of Engineers is doing outside of the Wilmington District? Check out [youtube.com/user/CORPSCONNECTION](https://www.youtube.com/user/CORPSCONNECTION) to see USACE reports from the Soldiers Media Center's USACE correspondent

Engineers Week 2008

Engineers Make a World of Difference

NATIONAL ENGINEERS WEEK
17 - 23 FEBRUARY 2008

A group of students and a teacher are working on a project in a classroom. The teacher, a man with a mustache wearing a light-colored polo shirt, stands behind a table, smiling and gesturing towards the students. Three students are seated at the table: a girl in a white shirt and dark pants is standing and working on a white cup; a boy in a dark shirt and a girl in a grey hoodie are also working. A boy in a blue and white jacket is seated with his back to the camera, working on a red fabric. The background shows shelves filled with books and supplies. A date stamp "02/21/2008" is visible in the bottom right corner of the photo.

Black History Month

Tiffany Lee, at podium, kicks off the presentation titled “Remember the Past, Embrace the Future” during the Wilmington District’s observance of Black History Month.

PASTOR BILL

A REGIMENT OF OAKS

I recently participated in a retreat at the North Carolina Baptist Assembly at Ft. Caswell. It is a great facility with a rich natural environment and a fascinating mix of new and historic structures. The old fortifications at the site seem frozen in time and create a sense of melancholy. As I took a stroll through the grounds on a foggy morning, I was struck by how pleasing it was to view the oaks. They are found throughout the site and they line the old parade ground in regular order, as neat and orderly as the ranks of soldiers that used to march there. They are a regiment of oaks, frozen in place, which have all been pruned and shaped. Together those oaks declare a neat and well-maintained site.

**Bill Adams**

Now I'm not a person who normally likes "manicured" landscapes – I prefer my landscapes to be little more on the wild side, where nature plays the dominant role in shaping how things look. But the appeal of those oaks is a reality – and a bit of a mystery. What is so pleasing about a view like that? If this area were abandoned, it would all grow up in shrubs and trees and eventually become forested. Its diversity and wildlife habi-

tat value would increase markedly, but it would not look as nice. Why? What is it in the make-up of man that enjoys neat and orderly landscapes?

Perhaps it's our instinctual love of symmetry. We like the things in our world to be symmetrical and we're uncomfortable when they're not. Try drawing an imaginary line directly through the middle of almost any object in any room – your computer screen, a door, a book, the clock on the wall - and in most cases you will find that the two halves are equal. Now we could make all of these objects with irregular shapes, but we do not. We like symmetry. But I suspect the appeal of those oaks holds something more.

Man likes to control nature, to bring it under his will. We started doing it so long ago that history has forgotten its beginning; clearing forests for crops, domesticating livestock, pulling weeds, and pruning vines. In thousands of little ways we exert our will over nature every day; we want it to produce the things we need and want. And since we are conforming it to our will, in just stands to reason that we would also create things of symmetry and beauty to us.

As I looked at those oaks, I thought about how God desires to prune each of us; and will readily do so if we submit to Him. Just as pruning and shaping is necessary to bring out beauty and increase

fruiting in a tree or shrub, we will never achieve the beauty hidden within us, or produce the fruits we are capable of, if we do not allow Him to do prune and shape us. It is through spiritual disciplines such as prayer and fasting that He shapes us. Through these disciplines we are taught what is important and how we should be living our lives. Without discipline we live and grow wild and unruly. With discipline are lives are shaped into something symmetrical and beautiful.

As we live and grow, we are all being shaped by something. We have been shaped our whole lives by parents, teachers, peers, books, television, and a host of other things. But what about now, what is shaping you today? Are the things that are shaping your life turning you into something you want to be? Something God wants you to be?

I looked long and hard at those oaks. They had something I wanted. I know the forces that daily work to shape me, they are too numerous to name. But rarely do those forces bring the balance and symmetry I long for. It's just the opposite. To get balance and symmetry into my life I must overcome those forces. I must practice spiritual disciplines. Only then can God shape me. Only then can I belong to His regiment of oaks. ■